

# WAMPO

## Transportation Enhancement Policy

## Introduction

Transportation Enhancements (TE) activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

Kansas Department of Transportation (KDOT) works with a Federal Highway Administration (FHWA) representative to ensure compliance with federal eligibility guidelines for TE projects, summarized in the FHWA TE Guidance.

TE funds may not be used for routine maintenance or standard environmental mitigation, nor for TE program administrative, research and/or training costs. However, planning related to a specific project is eligible for funding.

## FHWA Eligible Activities

In order to qualify for a TE award, a project must qualify as one of the 12 eligible activities. It must also relate to surface transportation. A TE project must be accessible to the public, and may be a “stand-alone” project or an addition to a larger project.

The TE project sponsor must illustrate the project’s relationship to surface transportation in the project proposal. Factors that can help establish this relationship include the project’s proximity to a highway or a pedestrian/bicycle corridor; whether it enhances the aesthetic, cultural or historic aspects of the travel experience; and whether it serves a current or past transportation purpose.

Although these factors can help establish the relationship to surface transportation, none of them will necessarily make or break the case. The KDOT works with a FHWA to ensure that projects meet the criteria of relating to surface transportation.

1. Provision of facilities for pedestrians and bicycles: Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; off-road trails; bike and pedestrian bridges and underpasses.
2. Provision of safety and educational activities for pedestrians and bicyclists: Campaigns promoting safety awareness; safety training activities and classes; training materials.
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields): Acquisition of scenic lands or easements; purchase of historic properties or buildings in historic districts, including historic battlefields.

4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities): Construction of turnouts and overlooks; visitor centers and viewing areas; designation signs and markers.
5. Landscaping and other scenic beautification: Improvements such as street furniture, lighting, public art and landscaping along travel corridors.
6. Historic preservation: Preservation of buildings and facades in historic districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals): Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals.
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails): Acquisition of railroad rights-of-way; planning, design and construction of multi-use trails and rail-with-trail projects.
9. Inventory, control, and removal of outdoor advertising: Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.
10. Archaeological planning and research: Research, preservation planning and interpretation; developing interpretive signs, exhibits and guides; inventories and surveys.
11. Environmental mitigation
  - i. to address water pollution due to highway runoff: Runoff pollution studies; soil erosion controls; detention and sediment basins; river clean-ups; or
  - ii. reduce vehicle-caused wildlife mortality while maintaining habitat connectivity: wildlife underpasses.
12. Establishment of transportation museums: Conversion of railroad stations or historic properties into museums with transportation themes; construction of new museums; purchase of exhibit materials.

## KDOT Main Categories

KDOT for the purpose of project selection subdivided the 12 eligible activities into three main categories: Historic, Scenic and Environmental, and Pedestrian and Bicycle Facilities.

### A. Historic Category

- Acquisition of historic sites.
- Historic highway programs (including the provision of tourist and welcome center facilities).
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
- Archeological planning and research.
- Establishment of transportation museums.

### B. Scenic and Environmental Category

- Acquisition of scenic easements and scenic sites.
- Scenic highway programs (including the provision of tourist and welcome center facilities linked to scenic or historic sites).
- Landscaping and other scenic beautification.
- Control and removal of outdoor advertising.
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

### C. Pedestrian and Bicycle Facilities Category

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).

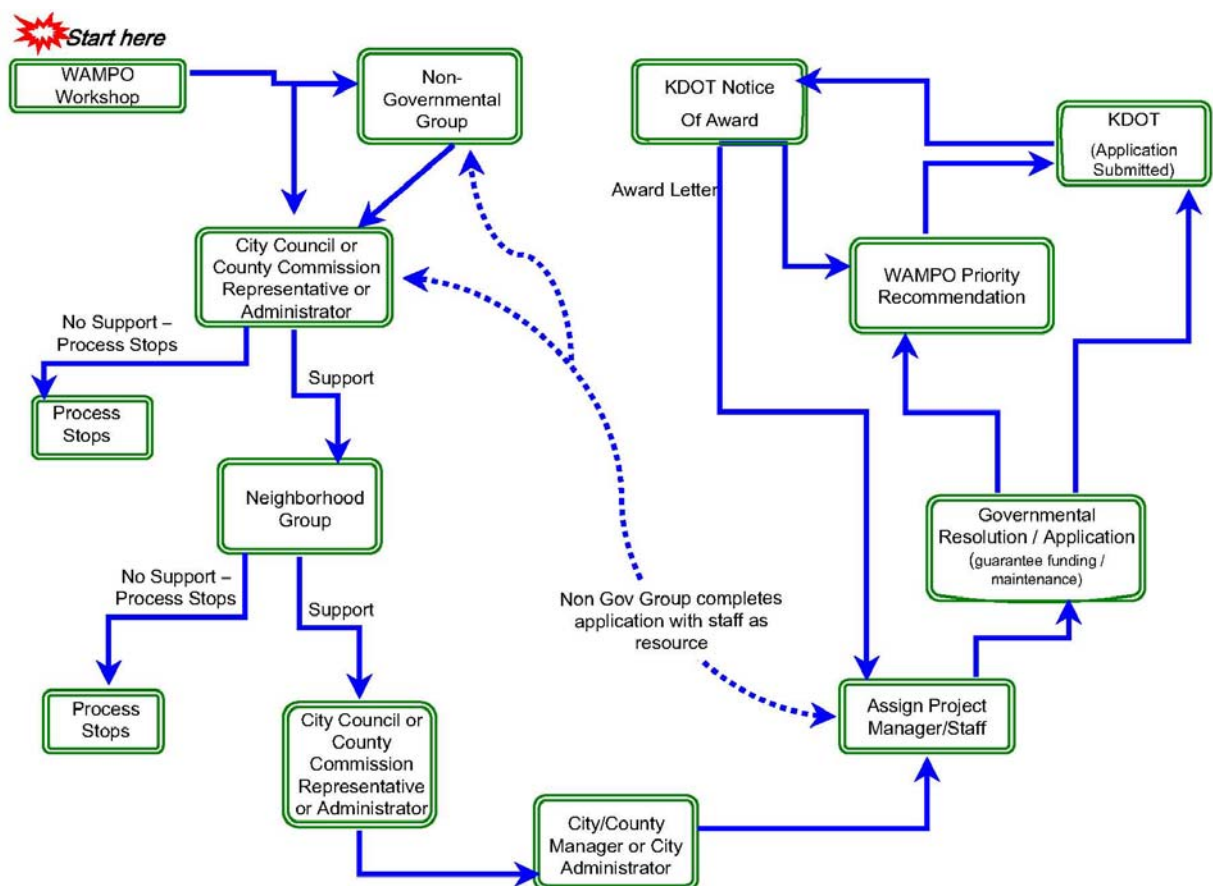
## **WAMPO TE Policy**

The following is the formal TE process policy for all TE applications submitted from within the WAMPO planning area boundaries.

1. Following the call for projects issued by KDOT, WAMPO will develop an application process timeline, which will indicate the dates of key application milestones and deadlines.
2. WAMPO will conduct a workshop for potential TE applicants. The main goals of this workshop are to educate applicants about the application process requirements of KDOT and WAMPO; and to discuss possible projects.
3. Each applicant will submit a project proposal memo, which includes the following elements:
  - a. Agency name and contact information
  - b. Project name
  - c. Project description (three paragraph maximum)
  - d. Verification of matching funds
    - I. Copy of approved governing body resolution of support
    - II. Approved CIP
4. TAC will apply project selection criteria (PSC) to rank all proposed projects and review each proposed project for consistency with the Long Range Transportation Plan. TAC will then forward their recommendations to the Policy Body.
5. The Policy Body will review the TAC recommendation and take action. The final recommendation of the Policy Body will be forwarded to KDOT as the official WAMPO recommendation.

## Recommended External Process for TE Applications

The flowchart below illustrates the process WAMPO recommends that applicants use for TE application submittals. As illustrated, this process can be initiated by a city or county, or by a nongovernmental group in coordination with a governmental entity. WAMPO staff will not complete or submit applications on behalf of any governmental or nongovernmental entity. However, consistent with WAMPO's open door policy, staff will be available to answer questions and assist as necessary.



## **Projection Selection Criteria**

The Policy will be amended with project selection criteria as it is developed and approved.